

Brandon Weekly Mail.

THURSDAY, SEPTEMBER 3, 1887.

OUR NATIONAL DEBT.

The Grits still pipe away on the national debt of Canada, and declare it is unanswerable proof the country is going to the dogs. Well, let us look at the situation in a reasonable light, in a way that any business man, and see what it all amounts to. At confederation, when the Dominion consisted of four small provinces, our net debt amounted to \$7,600,000, and now it amounts to \$223,000,000. If the Canada of to-day was the Canada of 1867, and that our assets now were the same as our assets then, there would be the best of ground for changing the administration with gross extravagance, but such is not the case. It is no proof that because the liabilities of a business man are troubled after he is 20 years in business that he is worse than insolvent. It is only by considering his assets as well as his liabilities that his progress or retrogression can be ascertained, and the same is true of governments. We set out with saying the Federal debt was \$7,600,000 at confederation, and since that time, by readjustments and equalizations the Federal Government has assumed in round numbers \$30,000,000 of provincial liabilities. This is practically no addition to our debt—it is simply changing a burden from one shoulder to another. Since that time we have built and now own the Intercolonial Railway at a cost of \$35,000,000. As the road was begun by the provinces separately before confederation for intercolonial trade, the Federal government cannot properly be charged with its cost. Considering it is, however, we believe the road is worth the amount and would sell for it to-day. Then again the increase in the value of our trade from year to year made the enlargement of our frontier canals a necessity, and that has cost the country some \$32,000,000 or \$37,000,000 for the three together. This sum added to the debt at confederation \$7,600,000 would leave a total of \$173,000,000, or \$50,000,000 short of what our present debt actually is. If we were to add the cost of the Northwest, the parliament buildings and others throughout the Dominion together, and which are substantial assets, their total would make up much of the balance of the increase. But there is another very important item—the \$70,000,000 expended on contracts let on the C.P.R. before the syndicate bargain was made, and it overruns the balance of the net increase and the contract amount by some \$20,000,000. It is true the government does not own the road as an asset against the debt, but as all communities consider bonuses to every enterprise an asset indirectly, so also, should the Canadian people claim a portion of the C.P.R. as a full consideration for their investment. As the addition of these items gives us a total of \$20,000,000 in excess of the increase of our debt, the people can see the financial management of the country is most creditable after all.

Corporations as a rule do not feel the full weight of their indebtedness—it is only the rate of interest and the sinking fund that give them concern, and the same is true of governments. The first year of Confederation, with a population of about 3,550,000, our net interest was \$4,594,000 or say \$1.30 per capita. Last year the net interest was \$7,838,000. So much has our national credit improved, on a population of 5,000,000, or \$1.56 per capita—the increase is but 26 cents per head since Confederation. If then the people of Canada can look over the improvements of the country since Confederation and see that in taxation on interest account they cost them but 26 cents a head a year, they certainly have but little ground for complaint no matter what the croakers may say to the contrary.

DEMAGOGISM.

Captain Whittla is bound to become notorious. This bellicose gentleman went to the Morris picnic the other day, evidently full of enthusiasm. Amongst other spread eagle sentiments he got off was, "he was going to fight for the land he was living in, or leave the country, and there were a good many others who would do so." Just so, then the sooner Mr. Whittla and a few more of his ilk leave the country it will be for the country's good. The idea of men like Whittla who have made every dollar they own out of the settlers of this country that has been opened up and developed by the policy of Sir John and the building of the C. P. R. which he to-day condemns—talking as he does—is simply outrageous.

How many dollars had Whittla and Ashdown when they came to Manitoba? What would they have been worth to-day if they were not for the C. P. R.?

It is the old story of putting a beggar on horseback. Purvis and Winter and others who were head pushers in the Farmers' Union, the last demagogic fad we suffered from in this country, used to threaten to leave the country; these gentlemen had to leave it evidently and thank God they are out of it. We want the Whittlas and Ashdowns to know that there are thousands of enlightened, happy farmers in this country to-day too busy at harvesting their magnificent crops to give much attention to their windy utterances, but when these farmers get leisure, as they will in a few months, they will be able to tell Whittla and company that they are not prepared to leave this land of

promise but they are just in humor, if any fighting is to be done, to rid this province of all such blatherskites. Fighting indeed, let us see—Whittla was at Fish Creek, so we must be careful. We would tell Mr. Whittla that the best thing he can do is to stay at home and attend to his own business and he will be doing his adopted province, where he has made his pile, far more good than frothing at the mouth on picnic platforms. We have a good cause and are a united people; we all desire to see the government at Ottawa change their policy and cease to disallow our local charters; but, we cannot imagine anything more unfortunate for Manitoba in the present crisis of its affairs than that the legitimate work of her representatives in the Local and Dominion Parliaments should be hampered and interfered with by men who are so selfish, hot-headed and of such little personal influence and character as Whittla, Ashdown, Brock, Leacock and Nugent. If anything will damage our cause it is the fact of it being considered by these men.

A SUN BATH.

The snivelling-hypocrite who writes the editorials for the Brandon "Sun" had again last week to return to his apparently most pleasant occupation, that of slandering Mr. Daly. Now we would like the "Sun", to prove its charge, we defy it to produce from Hansard any statement that Mr. Daly made in the house last session about this province that was not true. Mr. Daly never slandered this province, he is not in the slander business. Our friend of the "Sun" is so thoroughly up in slandering that he has apparently thought of little else. Let up, young man, it is not very edifying to teach a bible class on Sunday, and behind the editorial "we", slander your neighbors on Monday. You have evidently not recovered yet from the "Tartar" you caught in the Rink last winter.

LORD SALISBURY AND MR. DALY.

We are pleased to notice that Lord Salisbury has been wise enough to take the course pointed out by Mr. Daly, and has abandoned the one Mr. Davin contended, in the matter of Irish Legislation.

The Fort Qu'Appelle Vilette pokes fun at Mr. Davin as above, and the Leader copies it approvingly. The ways of the world may come and go, but the Leader will never die for the want of an excellent opinion of Nicholas Flood Davin.

It appears the bottom has fallen out of the much talked of "Western connections" of the R.R.V., and out of the R.R.V. itself so far as the interests of the west are concerned. Mr. Brydges of the M. & N. W. road has been interviewed on the subject, and he states distinctly his Company has no desire to break up its present amicable relations with the C.P.R., with the view to connections with any other system, and this is the best of good reasoning. At present their connections enables them to charge the same rates as the C.P.R., and they have to do it to meet financial obligations to the Provincial government and elsewhere, and any arrangement that any other company could make with them, as part of a competitive system, would be to lessen their profits. It does not then appear clear to any one of ordinary judgment, that the M. & N. W. can go in as a portion of a competitive system, and failing in arranging with this branch all hopes of the Red Riverites must fall to the ground. The Free Press is, of course, urging the government to go on with the extensions, its inmost conviction being the more the government undertakes, the more complete will its failure be, and therefore the better chance for its rejection by the electors whenever the next appeal may be made. This is its object, nothing more and nothing less.

"For twenty years from the date hereof (21st Oct., 1880), no line of Railway shall be authorized by the Dominion parliament to be constructed south of the Canadian Pacific railway, from any point at or near the Canadian Pacific railway, except such line as shall run south-west or to the westward or south-west, nor to within 15 miles of latitude 49."

The Winnipeg Sun (erank print) quotes the foregoing (clause 15 of the C.P.R. contract) and then sets out to prove the R.R.V. can be built, and any number of roads may be built north of the C.P.R. tributary to the R.R.V. and south easterly, if they do not go within 15 miles of the boundary, and thus defeat the letter of the C.P.R. contract. As we have in a previous issue said this is the advice of the Spartan mother to her son repeated—"It is honorable to steal if you do not get caught at it." The full force of the clause is that the Dominion in Parliament was not to allow roads to tap the trade of the C.P.R. where they alone have the exclusive authority to prevent it. This leads to three or four inferential conclusions. May it not be a fact the Dominion Government has in view their legal right to disallow charters in Manitoba when they signed the document in that form?

Is it not a fact that a provincial charter, while generally considered sufficient in a province having its own autonomy, for roads from boundary to boundary, is insufficient to establish international connections, and that Federal authorisation is necessary for the R.R.V. before business connections with American lines can be constitutionally established?

Is it again not a fact that the Assiniboine being a navigable stream, Federal authorisation for a road crossing it must be obtained before a crossing can be effected, and that in view of its contract the Federal Government

will be compelled to disallow a crossing of that stream? In any case it is admitted that as the added territory was Federal property at the time the C.P.R. contract was let, it was handed over to Manitoba with Dominion obligations attached. That part of the province, no matter how technicalities may apply to the rest, is subject to monopoly, and it is but the grossest of injustice for the Local Government to burden us with any part of the cost of the R.R.V. while the force of monopoly rests upon us. Any sensible reader must understand the points in the case represented in this way.

On Wednesday last the Winnipeg Sun said: "There seems to be a general impression, that although the C. P. R. monopoly is likely soon to be broken through, as far as the territory known as old Manitoba is concerned, by the building of the Red River Valley Railway, and the western connection yet the added territory and the whole north-west will have to submit to what is called the monopoly clause for the remainder of the twenty years mentioned in the act of incorporation of the C. P. R. unless the C. P. R. company is compensated for giving it up. Many and loud accordingly are the calls upon the Dominion Parliament and government to buy of the C. P. R. and free the whole country from the galling chain of monopoly. Only last week the Free Press of this city contained a 'clamorous demand that this be done, enforced by the statement that it will be impossible for the people in the west to submit to the restriction for so long a period. How fully this then bears out the contention of 'Cliffe, Daly & Co.'—that it is unjust to force any portion of the added territory to pay cost of a railway from which it cannot derive equal benefits with the rest even assuming the R. R. V. should ever amount to anything at all. All along the Sun and the Free Press used to contend that if the C. P. R.'s monopoly rights were removed by purchase or otherwise. There would be plenty of railway companies willing to build roads in Manitoba without a cent of assistance. If then the C.P.R.'s monopoly has yet to be bought is not the million for the R.R.V. so much money thrown away, as it is for a road that would be built without a cent of assistance when the monopoly clause is bought out, which both of the professional agitators named, say must yet be done? Gradually they are compelled to admit the contentions of Cliffe, Daly & Co. are not so far off after all. When the smoke shall have been cleared away after the R.R.V. battle, which has yet to be fought, the public will see the western cranks were the friends of the people after all.

Mr. VanHorne is reported to have said there is a large number of annexationists in Winnipeg, and forthwith the Sun gets J. A. Brock, J. H. Ashdown, et hoc genus, to write articles declaring they are not annexationists. Well, there are several men of the Sun and Free Press kidney who say they will build the R.R.V. at the expense of the province in spite of the decision of the courts, and these are nothing short of rebels, let the newspapers call them what they may. There is a difference between an annexationist and a rebel, but it is very, very thin.

Writing in the Canada Presbyterian on the Northwest Territories, the Rev. J. Carmichael makes the statement that the "C. P. R. monopoly" causes the price of lumber for building to be "from \$45 to \$50 per thousand. It is a very bad thing for any one to lie, but when Reverend bastards indulge in it for a luxury so much the worse for the country. We beg to inform Mr. Carmichael, he can get the very best of lumber in Brandon at from \$30 to \$25, and at a very slight advance on those figures at any western point on the C. P. R.

This is a sample of the correspondence we receive: Vale, B.C., Aug. 27th. I have particularly admired the views expressed by you on that infamous Government steal, or plunder, which is to be appropriated to the construction of the Red River Valley Railroad, a road needed in Manitoba at the present time about as much as a cat needs three tails. I have been amazingly surprised at the dumb attitude assumed by the people of Western Manitoba on this subject, when it must be apparent to them all that the chief object of the Winnipeggers is to bring grist to their own mill at however great a sacrifice to the rest of the province, they consider not, neither do they care. Had this money been expended in opening up the Sauris creek fields, or erecting school houses in those isolated districts where the poor pioneers of Manitoba never see a railroad at all, and their children are growing up without any of the advantages of an education it seems to me it would have been a much wiser course than to have thus squandered a million dollars of our hard earnings to gratify a few bankrupt merchants, politicians, lawyers and office seekers in that doomed-to-death bankrupt city. Having lived for several years in that province I still retain a deep interest in her prosperity, and being still a taxpayer in the city of Brandon and other parts of western and southern Manitoba, I for one feel like entering my solemn protest against such reckless extravagance for such selfish purposes and in a slight way to show my appreciation of the noble, vigorous and discreet course pursued by the "Mail," I herewith enclose two years' subscription.

Yours, most respectfully,

W. T. KINNEY.

A VOICE FROM THE WEST.

TO THE EDITOR.—As a resident of western Manitoba, perhaps I may venture to express an opinion as to what I believe is the feeling of those who take exception to the building of the Red River Valley railroad.

While I am aware that there are some who would offer furious opposition to almost any enterprise, be it good or bad, I believe I may say such does not obtain to any great extent in the western part of this province.

Most of us in this district would agree to and assist any legitimate project whereby it could be shown we were going to receive any material benefit.

If by con-titutional means a competing railway could be built to serve the urgent requirements of the agriculturist, we should hail with delight its construction, for we all realize the fact that the high freight rates on grain cripples the prosperity of the average farmer.

Therefore it is not that the western people are opposed to rival lines being constructed, to the R.R.V.R. in particular.

We, of the west, claim it has not been clearly demonstrated that the operating of this road will give the farmer one cent more per bushel for his grain.

Up to the present time we have been kept in blind ignorance of the general management or any of the details of this road to the seaboard, and have been asked to accept as gospel truth every statement put forth by its promoters.

Before we can accept with confidence such statements, we should like to learn what roads the R.R.V.R. is intended to connect.

If with American roads, we want to be informed as to what effect the interstate law will have upon the carrying of freight through American channels. (It is not my intention to go into figures; I leave others to do that.) If it is their purpose to connect with the Grand Trunk via the Northern Pacific, we should like to be assured that the (unpublished) statement published some time ago in reference to the C. P. R. and Grand Trunk pooling rates in Eastern Canada is incorrect.

If it is a fact that these two roads have been pooling freight rates for some time past in one portion of the Dominion, what guarantee have we that the same will not prevail in our Province when the R.R.V.R. connection is made?

If the pooling theory is correct, it is natural to suppose that the rates over either road will be materially altered? We have no doubt the Grand Trunk or American roads will be glad to let this road build for them; but unless it will benefit us, of what use is it? Therefore, what benefit should we derive from our \$1,000,000 investment?

But the disposition shown by the citizens of Winnipeg ever since it has been out of swaddling clothes has made us rather chary of any enterprise originated by them. We cannot forget the fact that its chief aim seems to be to centralize everything there.

We are conscious that about nine tenths of the revenue of the whole province is consumed in that town; that nearly all the money received from the Dominion treasury has been spent there; or in its immediate neighborhood; that every railway in the Northwest terminates there, but even with all these bonbons the people are not content.

What more could a reasonable people desire? But still more is sought for.

The fact of the Winnipeg board of trade having made a few strenuous efforts to obtain from the C.P.R. special favors in the way of discriminating freight rates is still fresh in our memories. How did the C.P.R. directorate reply to this proposal? They practically said, "No, we do not build the road for your benefit alone, we have other places to consider. It is true we have boomed you, pampered you, and almost supported you, but we must also be just to towns west of you. We have given you a good start in business, now we expect you to conduct your own affairs without our aid."

The board of trade have been disappointed in their special rate scheme, the citizens of Winnipeg soon concocted another, the R.R.V.R., hoping to gain their point that way. Now we believe this scheme is supplementary only of the action of the board of trade, and it is not a difficult matter to surmise what was the object of this movement.

It was intended to prevent western merchants from buying their goods in Montreal or Toronto, and to force them to purchase in Winnipeg. Do not its recent actions go to prove that it is Winnipeg only, its people are wiles, were sent to Ottawa, was it the province or Winnipeg which was represented? When the R.R.V.R. was first mooted were any western extensions proposed? Putting everything together, the board of trade business, the action of the Ottawa delegates, the system of centralizing everything in Winnipeg, is it a matter of surprise that we fail to have confidence in the unselfishness of their schemes?

But it may be said that what are Winnipeg's interests are our interests. To this we take exception. Our interests are purely agricultural; Winnipeg's are commercial and political. We, in our end the province produce; Winnipeg subsists on our productions.

If we of the central and western judicial districts grow three-quarters of the grain exported and pay about three-quarters of the taxes of the province, we believe we should have our opinions respected and a larger share of our peoples money expended amongst us. This is what the western people hope for.

Remember I have written only what I believe to be the popular opinion of western residents adverse to the construction of the R. R. V. R., and who assert it is high time we were looking out for our own interests.

I sign my name in the belief that a non de plume does not carry the same influence as a genuine signature.

RICHMOND SPENCER, M. D.
Brandon, Aug. 29, 1887

The Minnedota Tribune says: The Free Press must be of the opinion that the Local Government has an elephant on its hands in the shape of the Red River Valley Railway. That line was to be built to relieve the Province from monopoly, but now that it is nearing completion the Free Press fears that "the farmers will experience very little relief from monopoly, and the R. R. V. R. itself will be anything but an assured financial success." It has strong doubts of the utility of the undertaking it so strenuously urged upon the Government and which saddles a debt of \$10 per head upon every man, woman and child in the Province.

Exactly; but it is the success of the Grit party and not the success of the Manitoba railways the F. P. is after, and Mr. Norquay has been led into the trap.

REDUCTION BY THE C. P. R. OF WHEAT RATES.

The announcement on Saturday that the C. P. R. had reduced its wheat rates, met the general approval of all reasonable men. There are some cranks who will be pleased with nothing short of the utter destruction of the road. The annexed table gives the old and the new rates from all western points to Port Arthur per 100 lbs:

Stations.	Old Rate.	New Rate.
Winnipeg	28	26
Rosser	28	26
Marquette	28	26
Reaburn	29	26
Poplar Point	29	26
High Bluff	29	26
Portage la Prairie	29	26
Burnside	29	26
Ilagot	30	26
Austin	30	26
Sidney	30	26
Carberry	30	26
Sewell	30	26
Chater	30	26
Brandon	30	26
Alexander	31	26
Griswold	31	26
Oak Lake	31	26
Virden	31	26
Elkhorn	31	26
Winnipeg	31	26
Wapella	31	26
Witewick	31	26
Redview	31	26
Greenfield	31	26
Wolseley	31	26
Indian Head	31	26
Qu'Appelle	31	26
Regina	31	26
Pense	31	26
Moose Jaw	31	26
Chaplin	31	26
Swit Creek	31	26
Maple Creek	31	26
Dunsmore Junction	31	26
Medicine Hat	31	26
Gleichen	31	26
Citigray	31	26
Kildonan	31	26
Stonewall	31	26
Selkirk, West	31	26
Headingley	31	26
End of Spur	31	26
Treherne	31	26
Holland	31	26
Cypress River	31	26
Glenboro	31	26
St. Boniface	31	26
Niverville	31	26
Otterburne	31	26
Dufrost	31	26
Arnaud	31	26
Dominion City	31	26
Emerson	31	26
La Salle	31	26
Morris	31	26
Rosend Junction	31	26
Gretina	31	26
Morden	31	26
Monton	31	26
Neepawa	31	26
Pilot Mound	31	26
Crystal City	31	26
Clearwater	31	26
Cartwright	31	26
Holmfield	31	26
Killarney	31	26
Little Pembina	31	26
Boissevain	31	26
Whitewater	31	26
Deloraine	31	26

The road as it stands cost the government of Canada \$70,000,000 and 30,000,000 acres of land and the country \$137,000,000 of personal funds. It does not require much judgment to see, with a long unpopulated road east of Rat Portage, it requires considerable business at a reasonable rate to pay one per cent on capital invested over and over of operation. In our judgment the C.P.R., like all other companies, will willingly reduce rates as the business of the country increases and if the croakers who are now advocating the abandonment of the confederation would only encourage immigration and the development of the country with half the effort they are employing in the way of destruction, it would not be long before even on the much abused C.P.R. the people would have a good reason why they could hope for.

The N. W. T. Gazette.

The Official Gazette of Aug. 29th contains a summons to the members of the N. W. Council to meet on the 4th of October.

The following appointments are gazetted: Justices of the Peace: Inspector H. B. O'Donoghue, Parry, W. R. Bertram, Victor H. McDougall, Moose Jaw; Geo. Marlin, Calgary; Commissioners for taking affidavits: C. A. MacLeod, Advocate; Kenneth C. P. Conybeare, F. W. G. Hamilton, The Baw River Stock Company (Ltd) apply for incorporation. The Canada N. W. Land Co. and the Lord of Scotland Canadian Mortgage Co. (Ltd) file copies of charters.

A very good display of products was sent from Minnesota this week to the Dominion Agricultural show at Toronto. With the best were several prime cheeses from Mr. A. Maccolin's factory.

On the party of 180 boys brought from England by Dr. Barnardo, a contingent of which was intended for the home near Berlin, only three reached Winnipeg. The remainder were absorbed by Ontario.

Weather Probabilities.

It is probable that in the breaking up of winter we shall have much damp, foggy weather, when rheumatism, neuralgia, sore throat and other painful complaints will prevail. Hagyard's Yellow Oil is the people's household remedy for external and internal use. Its curative power is truly wonderful.

Worth Remembering.

Mrs. T. Doan, of Harnettville, Ont., was for a long time troubled with neuralgia of the stomach. Failing to find relief from physicians, she tried Burdock Blood Bitters, with which she found speedy relief, to which she testifies, hoping it may prove beneficial to others. Many physicians recommend B.B.B.

A Valuable Discovery.

F. P. Tanner, of Neelburg Ont., says he has not only found B.B.B. a safe cure for dyspepsia, but he also found it to be the best medicine for regulating and invigorating the system that he has ever taken. B.B.B. is the great system regulator.

- C. P. R. -

WE HAVE BEEN FORTUNATE IN SECURING

10,000 YARDS OF GREY COTTON

Slightly damaged by water, in the late accident on the C.P.R., which we will

**CLEAR OUT AT 5 CENTS PER YARD,
BY THE PIECE ONLY.**

These Goods are worth, Mill Price, 8 and 9 cents. Come early and secure a Piece or Two, as they will not last long

This is the Greatest Bonanza in Cotton ever offered to the People of
B R A N D O N.

NEW FALL GOODS

TWENTY-FIVE CASES

JUST OPENED, OF

STAPLE AND FANCY GOODS,
CONSISTING OF

Grey, Navy and Jersey Flannels, Yarns, Canadian, Shetland and Saxony Velvet Wool Shawls, all Colors.

Grey and White Cotton, Pillow Cotton and Sheerings.

PLAIN AND FANCY Winceys.

100 Pieces of New and Elegant Dress Goods, Trimmings to match.
Royal Crown Corderoy Dress Goods, &c., &c.

All carefully selected, and will be Sold at Prices that will sustain the reputation we have for Selling good Goods at Close Prices.

OUR CLOTHING AND FUR GOODS

Will arrive in a few days, when we will have the Finest Selected and Largest Stock West of Winnipeg.

BUTTER AND EGGS TAKEN SAME AS SPOT CASH.

FOR GOOD GOODS AT GENUINE BARGAINS,
GO DIRECT TO

SOMERVILLE & CO.

Sign of the **RED FLAG,**

OPPOSITE THE QUEEN'S HOTEL.

ORDERS BY MAIL PROMPTLY ATTENDED TO.

WOODLEY & NEUMEYER,
LATE BRANDON BREWING COMPANY,
SPRING BREWERY,
BRANDON, MANITOBA.

Brewers of the Celebrated India Pale Ale, Imperial Stout
Noted XX Porter, in Casks or Bottles.

Also **HARVEST BEER,** at Rock Bottom Prices

Call and See the

BARGAINS

AT THE

MAIL BOOK STORE

ENVELOPES,

NOTE PAPER,

AND

GENERAL STATIONERY,

AT A

TRIFLE OVER WHOLESALE PRICES.

ROSE & CO.

MONSERRAT LIME JUICE,

A Cooling and Refreshing Drink for Summer.

ROSE'S ESS. RENNETT

Makes Curds, Custards, &c., &c. A Cool Dish for Summer.

ROSE'S CONDITION POWDERS,

Use them, and get the Horses ready for the Hard Work of Summer.

ROSE'S QUININE WINE,

A Fine, Invigorating Tonic, made from Pure Wine.

ROSE'S LAVENDER WATER,

A Most Refreshing Perfume.

ROSE & COMPANY,

ROSSER AVE . . . BRANDON.

\$1000 REWARD

For unscrupulous dealers who Sell an inferior Oil and call it Lardine.

**USE NONE BUT
McCOLL'S LARDINE OIL**

For your Machinery. It has no equal. Will not gum, equals Sweet or Castor Oil.

Also Challenge, Eureka and Amber, Heavy Engine
Lard Oil, Bolt Cutting, Harness Oil and Axle Grease,
ALWAYS IN STOCK.

McCOLL BROS. Manufacturers of Lardine Oil.

FOR SALE BY

JOHNSON & CO. and WILSON & CO
BRANDON, MAN.

NEW GOODS!! NEW GOODS!!

AT C. E. MILLER & COMPANY'S.

New Fringes
New Laces

New Gloves
New Hosiery

New Ribbons
New Corsets

New Plain Brocade
and Cord Velvets.

New Suitings, New Skirtings, New Flannels, in
Grey, Navy, White and Fancy.

New Yarns, 500 lbs. Lot, and more to come, including Saxony, Jubilee and Genuine Baldwin Fingering, in all Shades and Colors.

SEE OUR NEW BOOTS.

Special Lines in Ladies' Fine Button Boots and Kid Slippers. See our French Kid Button Boots, at \$2.75.

DAMAGED GOODS We had a Large Consignment of Goods in recent accident on C.P.R., including 50 Pairs Fine White Blankets, which we must Sell and are offering at a GREAT SACRIFICE.

CLOTHING AND GENTLEMEN'S FURNISHINGS A SPECIALTY.

CORNER NINTH STREET AND ROSSER AVENUE.

OUR OWN COAL.

Mr. McNeil Stewart, mayor of Ottawa and one of the proprietors of the Antiferite mine in the Rockies, in a conversation today with a representative of this paper, stated that at present there were 150 men employed in the mine, and from 150 to 175 tons of coal were being turned out daily. Some delay had in loading the iron rails into the different chambers of the mine, but as soon as this work was completed the company would be in a position to turn up to 500 tons a day; in fact the capacity for producing would be almost unlimited and fully equal to any demand. No. 2 seam which is the largest and best of the lot, is a six foot seam, and is increasing both in width and quality of coal as the miners penetrate. Already it has been mined 500 feet at an angle of 45 degrees. They have car loads of coal shipped out just now by loading shipment to San Francisco, Cal. Mr. Stewart says the company will probably be able to sell on the American Pacific coast at \$11 a ton, which is two or three dollars cheaper than American coal has been sold there for. The price has been known to go as high as \$25 a ton. As to what the people of San Francisco think of the coal, Mr. Stewart exhibited the following endorsement of G. A. Lusk, one of the best known experts along the coast: "Upon examination and special quantitative analysis of your coal marked 'Canadian Antiferite Coal Company, from Antiferite, N.W.T., Canada I find that the coal is what is termed a free burning sub-bituminous coal, averaging with Pennsylvania coal. It is a good steam coal, and excellent for house and domestic purposes, containing a remarkably light percentage of ash and little sulphur."

Mr. Stewart said that while west Hon. Thos. White had visited the mine and expressed the greatest surprise and satisfaction at the results being obtained. He had no conception the mine were so extensive, and the general outlook so good. Mr. Stewart further stated that an extensive boarding-house had been erected at the mine, and that he had just shipped a large quantity of furniture from Winnipeg for fitting it up. Mr. Inglis, the former steward of Rialto Club, Ottawa, has been appointed manager of the boarding-house. The men wanted the finest board and paid \$5 dollars a week for it.

This flourishing settlement, Millwood, is situated at the crossing of the Assiniboine by the M. & N. W. R., 40 miles north of Mousomin. Messrs. Mitchell & Bucknell have a fine sawmill here, which has just been closed down for the season, after making a most successful cut of over 1,000,000 feet. The same gentlemen have a fine roller mill in use of cedar, which will be running in October, and about a fine market for the splendid crop of wheat grown this year in the locality.

The members of the North West Council are summoned to meet in Legislative Session on Tuesday, the 4th day of October next, at Regina.

Messrs. Harris, Son & Co., implement manufacturers, have imported this season 600,000 pounds of binding twine, about 36 car loads. This would more than reach four times around our globe. Twenty thousand pounds of this twine has been used here this season for harvesting.

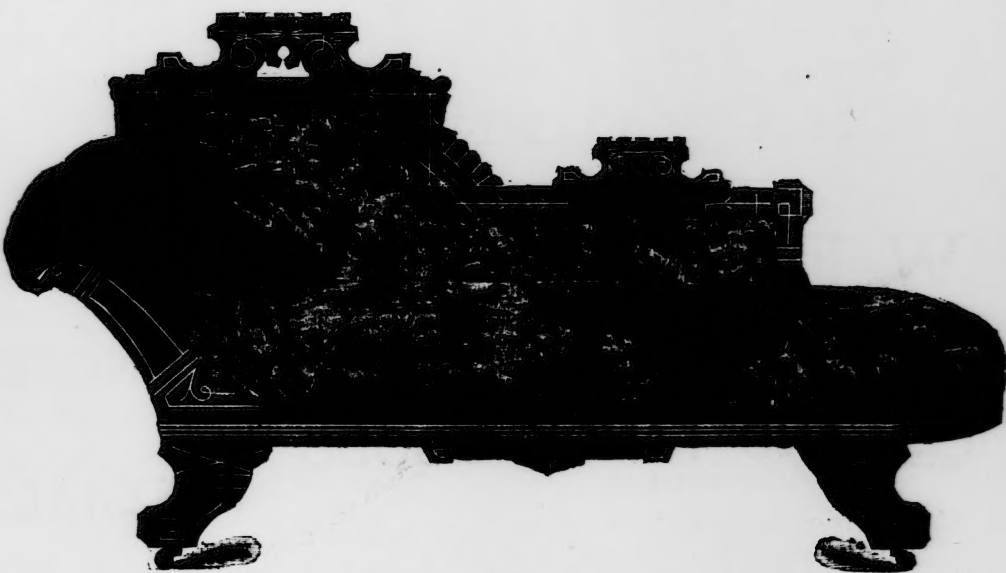
Mr. Mitchell, ferryman at Miniota, has laid information against two cattle and horse dealers Carson and McMillan, of Shoal Lake, for defrauding him out of the ferry dues on a herd of cattle crossed by them, Carson claiming to own the herd and, being a ratepayer in the municipality, entitled to pass free, representing McMillan as his hired man. Mr. Mitchell claims that McMillan, a resident of Shoal Lake Municipality, was the owner, and Carson the hired man, and their action a conspiracy to defraud him. It is to be hoped the accused will be severely punished if guilty.

J. G. Home, Oak Lake, brought in the first load of wheat to our mill to-day, which weighed 64 lbs to the bushel. It was red tye and an excellent sample.

Jack knife carpenters, so called, are so common that when one opposite kind sets up and proves by his work to be a first class mechanic it is but right that he should be favorably noticed. Such an one we have in Oak Lake, in the person of Mr. Laughlin McLean, who, although here little more than a year and a half has had several of our best jobs, all of which he has completed to the satisfaction of those engaging him. He has just finished the Presbyterian Manse at Oak Lake, a model of convenience. He also built Mr. Alexander Leitch's handsome residence and has others in progress.

We understand that another Orange Lodge is being organized in the county, a few miles south of Virden. As there are a large number of Orangemen in that district the lodge will doubtless be a strong one.

FARMERS! ATTENTION!



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WALNUT FRAME LOUNGE

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Suitable for their use in the whole Northwest. Our Goods are stronger and better finished, and at same prices as inferior goods are sold for. Please call and satisfy yourselves that we have the Largest Variety and Best Goods in the country.

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Obliterator,

Which removes Small-pox Marks of however long standing. The application is simple and harmless, causes no inconvenience and contains nothing injurious. Price, \$2.50.

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Removes Superfluous Hair in a few minutes without pain or unpleasant sensation, never to grow again. Simple and harmless. Full directions sent by mail. Price \$1.00.

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having been cured of Nervous Prostration, Seminal Weakness, Premature Decay, and all the evil effects of early indiscretion and youthful folly, is anxious to make known to others the simple mode of self-cure. To those who wish and will give him their symptoms, he will send (free) by return mail a copy of the recipe so successfully used in his case. Address in confidence, JAMES W. PINKSE, Cedar St., N. Y.

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One Dollar

For 5 lbs. Extra Choice New Season, Natural Leaf Japan Tea, or the same quantity of a very choice English Breakfast BLACK TEA. We warrant these Teas free from sticks, stems, or any other foreign substance.

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ELEGANT IN DESIGN

While the finish is

PERFECT & COMPLETE in every part.

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Please call on our agent.

MR. JOHN ROSS,

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Who will be pleased to show you some of our organs.

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Use Doctor Roberge's.

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HOOF EXPANDER

Which Cures Corns, Contractions, Quarter Cracks, &c.

Best instrument for expanding a contracted foot, or keeping a sound foot in its shape.

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SKIN PREPARATION, DIMPLES, BLOTCHES, BLACK HEADS, ETC.

It will cure the soft lily cheek, and the bright glow will best its virtues speak for itself.

Producing a luxuriant and healthy skin.

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WILL CURE OR RELIEVE

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DROPSY,

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OF THE HEART,

ACIDITY OF

THE STOMACH,

DRYNESS

OF THE SKIN

and every species of disease arising from

impure blood, LIVER, KIDNEYS,

STOMACH, BOWELS OR BLOOD.

Prepared by

W. H. Hooper.

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The Public have been surfeited with tall talk as to the price at which goods can be bought in Brandon. We shall therefore do no "blowing," but beg respectfully to invite all intending purchasers, before spending money elsewhere, to call at the OLD STAND, Cor. 10th St. and Pacific Ave., and satisfy themselves that no other House can compete with us in Brandon or out of Brandon.

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I leave for the East to-day, to make Fall purchases for the Fall and Winter Trade, and in the meantime will continue to Sell all

SUMMER BOOTS & SHOES

AT ACTUAL COST PRICES

Not being able to dispose of my business, I am compelled to continue until the Stock is Reduced, and will Sell present Goods, as stated, at Cost.

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AT LOWEST FIGURES.

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HOLLOWAY'S PILLS & OINTMENT.

THE PILLS

Purify the Blood, correct all Disorders of the

LIVER, STOMACH, KIDNEYS AND BOWELS.

They invigorate and tend to healthful Constitution, and are invaluable in all Complaints incident to Females of all ages. For children and the aged they are perfect.

THE OINTMENT

Is an infallible remedy for the Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It cures all Gout and Rheumatism. For disorders of the Chest it has no equal.

For Sore Throats, Bronchitis, Coughs, Colds.

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20" Purchasers should look to the Label on the Pots and Boxes. If the address is not 78, Oxford St., London, they are spurious.

Cures Diseases, Loss of Appetite, Indigestion, Biliousness, Dyspepsia, Jaundice, Affections of the Liver and Kidneys, Pimples, Eruptions, Boils, Itchings, Salt Rheum, Scrofula, Erysipelas, and all diseases arising from Impure Blood, Deranged Stomach, or irregular action of the Bowels.

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a complete set of Woodworking Machinery.

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We will constantly keep on hand a stock of

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Don't forget the place—South of Rosser

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Hoping to receive a liberal share of your

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Of Horses, Horned Stock, Pigs,

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Implements of every

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These sales take place only on the third Wednesday

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Some of the best Farms in the neighborhood

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This is the first time any advertising has been done on my account.

I try to get a Fair Profit.

I never profess to
SELL GOODS
FOR
Less Than Cost.

I came here to get a living, and you who wish more must go elsewhere.

W. H. Hooper.

JESS.

By H. RIDER HAGGARD.

Author of "King Solomon Mines," etc.

pentwise round about its outer edges.

The distant muttering of thunder that they had heard had died away, and now the great storm swept on in silent majesty, like the passage of a ghostly host from which there arose no sound of feet or rolling of wheels. Only before it sped the swift angels of the wind, and behind it swung the curtain of the rain.

Even as Muller spoke a gust of icy air caught the cart and tilted it, and the lightning needles began to play more dreadfully than ever. The storm was breaking upon them.

"Come, get on, get on!" he shouted, "you will be killed here; the lightning always strikes along the water," and as he said it he struck one of the wheelers sharply with his whip.

"Climb over the back of the seat, Mouti, and stand by to help me with the reins!" sang out John to the Zulu, who obeyed, getting between him and Jess.

"Now, Jess, hang on, and say your prayers, for it strikes me we shall have need of them. So, horses, go!"

The horses lacked and plunged, but Muller on the one side and the smooth faced Boer on the other lashed them without mercy, and at last they went into the river with a rush. The gust had passed now, and for a moment or two there was renewed silence, except for the whist of the water and the snarl of the horses.

For a few yards, ten or fifteen, perhaps, all went well, and then John suddenly discovered that they were getting into deep water; the two leaders were evidently almost off their legs, and could scarcely stand against the current of the flooded river.

"Damn you!" he shouted back, "there is no drift here."

"Go on, go on, it is all right!" came Muller's voice in answer.

John said no more, but, putting out all his strength, tried to get his horses round. Jess turned herself on the seat to look, and just then came a blaze of lightning which revealed Muller and his two companions standing dismounted on the bank, the muzzles of their rifles pointing straight at the cart.

"Oh, God!" she screamed, "they are going to shoot us!"

Even as the words passed her lips three tongues of flame flared out from the rifle muzzles, and the Zulu, Mouti, sitting by her side, pitched heavily forward on to his head into the bottom of the cart, while one of the wheelers reared straight up into the air with a shriek of agony and came down with a splash into the river.

And then followed a scene the horrors of which baffles my poor pen. Overhead the storm burst in fury, and flash after flash of fork, or rather of chain, lightning fell into the river. The thunder, too, began to crack like the tramp of doom; the wind rushed down, tearing the surface of the water into foam, and catching under the tent of the cart, lifted it clean off the wheels, so that it began to float. Then the two leaders, mad with fear by the fury of the storm and the dying struggles of the off wheeler, plunged and tore at the traces till they actually rent themselves loose and vanished beneath the darkness overhead and the boiling water beneath. Away floated the cart, now touching the bottom and now rising on the water like a boat, oscillating this way and that, and slowly turning round and round. With it floated the dead horse, dragging down the other wheeler beneath the water. It was awful to see his struggles in the glare of the lightning, but at last he sank and choked.

And meanwhile, sounding sharp and clear across the din and hubbub of the storm, came the cracking of the three rifles whenever the flashes showed the whereabouts of the cart to the murderers on the bank. Mouti was lying still in the bottom on the bed plank, a bullet between his broad shoulders and another in his skull; but John felt that his life was yet whole in him, though something had hissed past his face and stung it. Instinctively he reached across the cart and drew Jess on to his knee, and covered over her, thinking dimly that perhaps his body would protect her from the bullets.

Rip! rip! through the wood and canvas; phut! phut! through the air; but some merciful power protected them, and though one cut John's coat and two passed through the skirt of Jess' dress, not a bullet struck them. And very soon the shooting began to grow wild, and then that dense veil of rain came down and wrapped them so close that even the lightning could not pierce their whereabouts to the assassins on the bank.

"Stop shooting," said Frank Muller; "the cart has sunk, and there is an end of them. No human being can have lived through that fire and the flood."

The two Boers ceased firing, and the Unicorn shook his head softly and remarked to his companion that the damned English people in the water could not be much wetter than they were on the bank. It was a curious thing to say at such a moment, but probably the spirit that animated the remark was not so much callousness as that which animated Cromwell, who flipped the ink in his neighbor's face when he signed the death warrant of his king.

Muller was also thinking of the warrant which he had forged. He must get it back somehow, even if—

"Let us take shelter under the bank there. There is a flat place about fifty yards up, where the bank lies lower. This rain is drowning us. We can't upslide till it clears. I must have a nip of brandy, too. Alas! I can see that girl's face now; the lightning shone on it just as it shot. Well, she will be in heaven now, poor thing, if English people ever go to heaven."

It was the Unicorn who spoke, and the Villadon made no reply, but advanced with him to where the horses stood. They took the patient brutes that were waiting for their masters, their heads well down and the water streaming from them, and led them along with him. Frank Muller stood by his own horse thinking, and watched them vanish into the gloom. How was he to get that warrant back without dying his hands even redder than they were?

As he thought, an answer came. For at that moment, accompanied by a fearful thunder-clap, there shot from the storm overhead, which had now nearly passed away, one of those awful flashes that sometimes end an African tempest. It lit up the whole scene round as light as day, and right in the white heart of it Muller saw his two com-

panions in crime and their horses as the great king saw the men in the furnace. They were about forty paces from him, on the crest of the bank. He saw them, one moment erect; the next—men and horses falling this way and that, prone to the earth. And then it was all dark again. He staggered with the shock, and when it had passed rushed to the spot, calling the men by name; but no answer came, except the echo of his voice. He was there now, and the moonlight began to struggle faintly through the rain. His pale beams lit upon two outstretched forms—one lying on its back, its distorted features gazing up to heaven, the other on its face. By them, the legs of the nearest sticking straight into the air, lay the two horses. They had gone to their account. The lightning had killed them, as it kills many an innocent man in Africa.

Frank Muller looked; and then, forgetting about the warrant and everything else in the horror of what he took to be a visible judgment, rushed to his horse and galloped wildly away, pursued by all the terrors of hell.

CHAPTER XXIV.

THE SHADOW OF DEATH.

The firing from the bank had ceased, and John, who still kept his head being a rather phlegmatic specimen of the Anglo-Saxon race, realized that, for the moment at any rate, all danger from that source was ended. Jess lay perfectly still in his arms, her head upon his breast; and a horrible idea struck him that she might be shot—perhaps already dead!

"Jess, Jess," he shouted, through the turmoil of the storm, "are you all right?" She lifted her head an inch or two—"I think so," she said. "What is going on?" "God only knows, I don't. Sit still, it will be all square."

But in his heart he knew that it was not all square, and that they were in imminent danger of death from drowning. They were whirling down a raging river in a cart. In a few moments it was probable that the cart would upset, and then—

Presently the wheel bumped against something, and the cart gave a great lurch and then scraped along a little.

"Now for it," thought John; for the water was pouring over the flooring. Then came a clack, and the cart leaped still further over. "Crack!" The pole had gone, and the cart swung round bows, or rather box, on to the stream. What had happened was this: They had struck across a rock that projected up from the bed of the river, the force of the current having washed the dead horses to the one side and the cart to the other. Consequently they were anchored to the rock, as it were, the anchor being the dead horses and the cable the twisted traces of untanned leather. So long as these traces and the rest of the harness held they were, comparatively speaking, safe; but of course they did not know this. Indeed, they knew nothing. Above them rolled the storm, and round them the waters seethed and the rain hissed. They knew nothing except that they were helpless living animals, tossed between the wild waters and the wilder night, with imminent death staring them in the face, around above and below. To find for them any locked fast in each other's arms, and as they did so came that awful flash that, though they knew it not, sent two of the murderers to their account, and for an instant, even through the sheet of rain, illumined the space of boiling water and the long lines of the banks on either side. It showed the point of rock to which they were fixed, it glared upon the head of one of the poor horses, tossed up by the driving current, as though it were trying to rise from its watery death, and revealed the form of the dead Zulu, Mouti, lying on his face, one arm hanging over the edge of the cart and dabbling in the water that ran level with it, in ghastly similarity to some idle passenger in a pleasure boat who lets his fingers slip softly through the stream.

In a second it was gone, and they were once more in darkness. But then by degrees the storm passed off and the moon began to shine, feebly indeed, for the sky was not clear, washed of clouds, which still trailed along in the tracks of the tempest, sucked after it by its mighty draught. Still it was lighter, and the rain gradually thinned till at last it stopped. The storm had passed in majesty down the ways of the night, and there was no sound round them but the sound of rushing water.

"John," said Jess, presently, "can we do anything?"

"Nothing, dear!"

"Shall we escape, John?"

He hesitated. "It is in God's hands, dear. We are in great danger. If my cart upsets we shall be drowned. Can you swim?"

"No, John."

"If we can hang on here till daylight we may get ashore if those devils are not there to shoot us. I do not think that our chance is a good one."

"John, are you afraid to die?"

He hesitated. "I don't know, dear. I hope to meet it like a man."

"Tell me what you truly think. Is there any hope for us at all?"

Once more he paused, reflecting whether or not he should speak the truth. Finally he decided to do so.

"I can see none, Jess. If we are not drowned we are sure to be shot. They will wait about the bank till morning, and for their own sakes they will not dare to let us live."

He did not know that all that was left of two of them would indeed wait for many a long year, and that the third had died again.

"Jess, dear," he went on, "it is no good to tell lies. Our lives may end any minute. Humanly speaking, they must end before the sun is up."

The words were awful enough—if the reader can by an effort of the imagination throw himself for a moment into the position of those two, he will, perhaps, understand how awful. It is a dreadful thing, when in the full flow of health and youth, to be suddenly placed face to face with the certainty of violent death and to know that in a few more minutes your course will have been run, and that you will have commenced to explore the future, which may prove to be even worse, because more enduring, than the life you are now quitting in agony. It is a dreadful thing, as any who have ever stood in such a peril can testify, and John felt his heart sink within him at the thought—for death is very strong. But there is one thing stronger—a woman's perfect love. Against this death cannot prevail. And so it came to pass that now, as he fixed his cold gaze upon Jess' eyes, they answered him with a strange, unearthly light. She feared not death so that she might meet with her beloved. Death was her hope and opportunity. Here she had none; there she might have all—or

sleep. The letters had fallen from her, struck off by an overmastering hand. Her duty was satisfied, her trust was fulfilled and she was free—free to die with her beloved. Ah! her love was, indeed, a love deeper than the grave; and now it rose in all its strength, standing tiptoe upon the earth, ready, when dissolution had lent its wings, to soar to love's own star.

"You are sure, John?" she asked again.

"Yes, dear, yes. Why do you force me to repeat it? I can see no hope."

Her arms were round his neck, her soft curls rested on his cheek, and the breath from her lips played upon his face. Indeed, it was only by speaking into each other's ears that conversation was feasible, owing to the rushing sound of the waters.

"Because I have something to tell you which I cannot tell unless we are going to die. You know it, but I want to say it with my own lips before I die. I love you, John; I love you, I love you; and I am glad to die because I can die with you and go away with you."



"I AM GLAD TO DIE, BECAUSE I CAN DIE WITH YOU."

He heard, and such was the power of her love, that his, which had been put out of mind in the terror of that hour, reawoke and took the color of her own. He too, forgot the imminence of death in the warm presence of his down-trodden passion. She was in his arms as he had taken her during the firing, and he bent his head to look at her. The moonlight played upon her pallid, quivering face, and showed that in her eyes which no man could look upon and turn away from. Once more—yes, even then—there came over him that feeling of utter surrender to the sweet mystery of her will that had possessed him in the sitting room of "The Palatial." But now, all earthly considerations having faded away, he no longer hesitated, but pressed his lips against hers and kissed her again and again. It was perhaps as wild and pathetic a love scene as ever the old moon above has looked upon. There they were, those two, experiencing the fullest and sweetest joy that life has to offer in the shadow of death. Nay, death was present with them; for there, beneath their feet, half hidden by the water, was the stifling corpse of the Zulu.

He pressed into her eyes and she shut her head upon his heart in that mute abandonment of worship which is sometimes to be met with in this world, and is redeemed from vulgar passion by an indefinable quality of its own. He looked into her eyes and was glad to have lived, ay, even to have reached this hour of death. And she, lost in the depths of her own nature, solved out her passion, looked upon his face, and called him her own, her own, her very own!

And so the long hours passed, till at last a new born freshness in the air told them that they were not far from dawn. The death they were waiting for had not yet come. It must now be very near at hand.

"John," she whispered in his ear, "do you think that they will shoot us?"

"Yes," he said, hoarsely; "they must for their own safety."

"I wish it were over," she said.

Suddenly she started back from his arms with a little cry, causing the cart to rock violently.

"I forgot," she said—"you can swim, though I cannot. Why cannot you swim to the bank and get out under cover of the darkness. It is not more than fifty yards, and the current is not so very swift?"

The idea of escaping without Jess had never occurred to him, and now that she suggested it, it struck him as so absurd that he actually broke into a ghost of a laugh.

"Don't talk nonsense, Jess," he said.

"Yes, yes, I will. Go! You must go! It does not matter about me now. I know you love me and I can die happy. I will wait for you. Oh, John! wherever I am, if I have any life and any remembrance, I will wait for you. Never forget that all your life. However far I may seem away, if I live at all, I shall be waiting for you. And now go; you shall go, I say! No, I will not be dissuaded. If you will not go, I will throw myself into the water. Oh, the cart is turning over!"

"Hold on, for God's sake!" shouted John.

"The traces have broken!"

He was right; the tough leather was at length worn through by the constant rubbing against the rock and the strain and swaying of the cart on the one side and the dead horses on the other. Round it again, broadside on the current, and immediately began to heave over till at last the mouth of the cart was up and the body of poor Mouti shot out with a splash and vanished into the darkness.

This relieved the cart, and it righted for a moment, but now no longer held up by the bodies of the horses, or by the sustaining power of the wind, it began to fill and sink, and at the same time to revolve round and round. John realized that it was all up, and that to stop in the cart would only mean certain death, because they would be held under water by the canvas tent. So with a devout aspiration for assistance he seized Jess round the waist with one arm and sprang off into the water. As he did so the cart tilted and sank.

"Be still for Heaven's sake!" he shouted, as they rose to the surface.

It is claimed for the industry gooseberry that it will not mellow.

The product of canned fruit in 1886 was much greater than ever before.

The prevailing idea is that the wool clip of 1886 is as much as 10 per cent. short.

There are 113 farmers in the Connecticut legislature.

A recent estimate places the cotton crop of the year at 6,610,000 bales. The quality is superior.

Mr. E. A. Pearce, Oak Lake, lost a valuable mare a few nights ago. Mr. Wm. Shaw also lost a valuable horse lately, the latter was offered \$250 for him a few days before.

Arrangements have just been completed for the erection of a first class flouring mill. Work will begin in three weeks and the mill will be in operation by Dec. 1st.

A. R. Speirs, of Griswold, Man., has imported two cars of sheep from Minnesota, and proposes going into sheep ranching extensively.

The other morning three large wolves entered the yard of Mr. Geo. Dicken, of Benish, and killed about twenty turkeys.

The Sioux Indians invite all their friends to attend a grand picnic to be given on the Bird Tail reserve on Thursday the 8th of September. The committee of management is composed of Caske Ben, Sioux Jack, Daniel Tabocoka, Sioux Ben. Visitors are requested to take their baskets with them.

The Theatre Royal, at Exeter, Eng., was burned to the ground Monday night, and upwards of 160 persons lost their lives in the flames.



Agricultural Societies in the North-West Territories.

In order to give effect to the vote of the last Session of Parliament of \$10,000 in aid of Agricultural Societies in the North-West Territories, the following apportionment and regulations have been decided:

1. An Agricultural Society having fifty members, each of whom shall have subscribed \$1, may receive from the above vote \$150, and \$3 for every additional subscriber of \$1 each, not exceeding THIRTY THREE in all; or, for a subscription of \$83.33 the Society having membership as above would be entitled to receive \$250, which is the largest amount that will be paid from the vote to any one Society.

2. It is a condition of any payment under the preceding section that the Treasurer of any Agricultural Society shall be required to furnish, not later than the 1st September next, to the Minister of Agriculture, a statement showing—

(a) The name of the Society, and where located;

(b) The names of the several officers; and

(c) A copy of the list of the members of the society, with the amount subscribed and paid, set opposite the name of each.

3. This statement must be certified, by a declaration made before a Justice of the Peace, that it is true, and that the subscriptions have been paid.

By order of the Minister of Agriculture.

JOHN LOWE,

Secretary of the Department of Agriculture.

Department of Agriculture,

Ottawa, 5th August, 1887.

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